OFF GAY HEAD, MASS,

OVER 120 LIVES LOST. THE CITY OF COLUMBUS STRIKES A HIDDEN LEDGE

BY TELEGRAPH TO THE TRIBUNE. Boston, Jan. 18 .- The news of the terrible steamship disaster which occurred in Vine-yard Sound early this morning has caused consternation in this city, where a number of the victims lived. As nearly as can be gleaned from the imperfect dispatches about the disaster, the steamship City of Columbus, which left Boston at 3 p. m. on Wednesday for Savannah, proceeded safely on her way until 3:45 this morning, when from some unexplained cause, she struck upon the ledge or reef at the Devil's Bridge buoy, off the southwestern end of Martha's Vineyard.

Captain Wright, of Boston, who for fifteen years has been employed by this line, and has always enjoyed the confidence of his employers and the publie, was in command at the time,

The passage through this channel is considered a dangerous one, and the vessel had successfully passed nearly through the numerous reefs and shoals, when she struck this ledge and careened She had on board eighty passengers the first class, twenty-two in steerage, and forty-five officers and men. Only twenty-three have been saved.

The boats were quickly launched and a raft hurriedly constructed. All efforts possible made to save life, The wind blowing a gale at the time. The boats were swamped as soon as they struck the water. The passengers for the most part thoughtfully put on life preservers, and had it not been for the extremely rough water the f saved would doubtless larger. The raft carried seven people and they are supposed to have been saved. The small boats from the lighthouse succeeded in picking up a few of the strugg ing victims, but they were of course too small to be of much service in the emergency.

ASSISTANCE RENDERED. Soon after noon the revenue cutter Deeter came alongside and took off twenty-one from the rigging, and carried them to New-Bedford, but three of them died on the way.

SCENE OF THE WRECK. The "Devil's Bridge," on which the steamer struck, is a dangerous, ragged reef, a large portion of which is bare at low water. It juts out from Gayhead Promentory about fiveeighths of a mile, and in southerly and southwesterly gales the sea breaks over it with great violence. The reef is not, however, generally considered dangerous except in thick weather, because all sailing directions plainly warn mariners against it, and because there is plenty of room for vessels to pass it.

The City of Columbus had passed the most perilous points and was wrecked on what is usually conous points and was wrecked on will sidered the least dangerous ledge.

THE STORY OF THE WRECK.

New-Bedford, Jan. 18.-The steamer City of Columbus, of the Boston and Savannah line, struck the Devil's Back ledge near Gay Head light at 3:45 this morning, and a hundred and twenty-four lives were lost. The wind was blowing a gale west by north. The vessel immediately filled and heeled over, the water breaking in and flooding the port side of the saloon.

All of the passengers excepting a few women and children came on deck, nearly atl wearing life preservers. About forty took refuge in the rigging. All of the boats were cleared away, but were immediately swamped. A majority of the passengers were washed overboard. Seven passengers left the vesse, on a life-raft, and about forty more took to

At 10.30 a. m. the Gay Head life-boat put off and took seven persons. Another life-boat put off between 12 and 1 o'clock. The revenue cutter Dexter came along at about 12.30 and sent off two boats. Twenty-one persons, one of whom was dead, were placed on board the Dexter, and after all the per-

of the dead were brought here, and six supposed to be living and one dead are at Gay Head.

A LIST OF THE DEAD. The following is a full list of those lost, the place of residence being given when known: William W. Wright and wife, of 667 East Fourth-

E. S. Rand and wife, lawyer, 39 First-ave., Roxbury. T. K. Haley, produce dealer, Boston. Levi Lawrence. George H. Kellogg. Dr. H. C. Bartlett and wife.

Mrs. Skeane. Mrs. D. R. Small, Southampton, Mass. Miss Beach. Mrs. Giban. Mrs. Giban.
Oscar Iasigi, Turkish Consul-General, No. 129
Marlhoro-st., Boston.
A. J. Morton, of The Boston Globe.
Helen Brooks, Northboro, Mass.
Mr. and Mrs. C. A. Rand, of Boston.
Mrs. Henry Slade, Chelsea, Mass.
R. B. Belger, wife and two children.
Mrs. J. Atkinson.
Mrs. L. Davis.
Mrs. H. J. Kellogg.
C. Richardson and wife.
E. T. Hutchinson and wife.
S. Vance.

vance, enry L. Bacheldor and wife, 16 Everett-ave.

C. F. James.
James A. Merrill, Boston.
Henry L. Daniels and wife, residence unknown.
Mrs. James Beal and Miss Beal.
Mrs. Whitcomb.
D. W. Mitchell.

M. Sargent,
A Cummings.
D. Eaton,
A. Chase and wife.
H. Durland
Mrs. S. I. Pinkham, of Lynn,
W. Lapham.
G. R. Hammond. The residence of none of the following, steerage

passengers, is known:

Annie Kelly,
Annie Kelly,
Aussie Smith,
G. E. Goddard,
C. D. Ball,
C. F. Frost,
Joel Nourse, of Boston,
T. McCarthy,
G. Hines,
C. Griffin,
T. E. Giddings,
W. E. Wright,
August Pearson. August Pearson. J. R. Hebar. G. J. Whiteomb, C. A. Willett.

The names of the thirty-three seamen are unknown A LIST OF THE SAVED.

The names of the saved are

Horace Waterhouse, of Bath, Me.
John White, Prince Edward's Island.
F. W. Fairbanks, Gorham, Me.
Thomas O'Leary, fireman.
E. T. Briggs, Boston.
Turber Hanson, Boston.
A. A. Pitman, Brooklyn, steward.
S. E. Wright, of Boston, captain.
G. D. Whitcomb, Hudson, Mass.
H. W. Farnsworth, Townsend, Mass.
George W. Farnsworth, Townsend, Mass.
John L. Cook, Portland, Me.
H. Wiedman, Lawrence, Mass.
Eugene McGarry, Ahas McCarthy, Somerville, lass. The names of the saved are: H. A. Phillips, First Assistant Engineer, John Madden, Charlottetown, Pr. E. I.

T. R. Hammond, Goldsbore, Me. Harry Collins, third engineer. William Spalding, Purser. Michael Kennedy, waiter. John Holmes, freeman. One passenger, name unknown.

ON THE RAFT. The following are those on the raft, whose fate is unknown:

A. Morrison, chief engineer. Edwin Fuller, first mate. Augustus Harden, second mate. William Murray, assistant engineer. William Fitzpatrick, pantryman.

WHERE THE DISASTER HAPPENED. Gay Head is the bold promontory at the western extremity of the island of Martha's Vineyard. The ledges on which the City of Columbus struck are considered by mariners to be among the most dangerous points on all the coast. They consist of a formation of submerged rocks, constituting a double ledge, the outer strata of which is called the Devil's Back, and the two being called the Devil's Bridge. The ledges are abreast Gay Head Light on the mainland, and extend a little to the southward of it. The outer ledge, or Devil's Back, is about an eighth of a mile from the mainland. On either side of the outer ledge is very deep water. The upper part of the ledge is formed like the gable of a house, so that a vessel striking it diagonally would naturally keel over on to her beam ends. The course of vessels is around Gay Head to pass by the outer ledge on the

STATEMENT OF THE CUTTER'S OFFICERS. The officers of the cutter Dexter furnished the following statement:

"At about 12:30 we sighted a vessel ashore on the reef near Gay Head. The wind was blowing a gale and a terrible sea was running as we approached. We saw the vessel was a steamer, and the waves were breaking over her. We auchored on her starboard quarter 200 or 300 yards away. The cutter's boat

was at once lowered and manned by five men in charge of Lieutenant Rhoades, who brought off seven men. A return trip was made and one man was brought to the vessel. Lieutenant Kennedy was then dispatched in the gig with four men and took off four or five men. Meanwhile the life-boat transferred several men to the cutter, and at length the rigging was cleared of the survivors. The vessel sunk in about four fathoms of water, and the railing on the beat was the only portion of the hull visible. We found themen in the fore and main top and rigging.

WHAT THE CAPTAIN SAYS. " It was impossible to row over the rigging as the boats would have been pounded to pieces. The men in the rigging were forced to jump into the sea and we caught them as they arose to the surface and pulled them into the boats. Some of the men could not swim, but nearly every one in the rigging was saved. Engene McGarry jumped from the rigging. Lieutenant Rhoades jumped for him, but the boat was lifted fifteen feet on a crest, and it was necessary to starboard to avoid being swamped. The man was not seen afterwards. At the same instant nearly, McGarris's brother was pulled into the boat, Captain Wright was among the last to leave the ship. Two men who were frozen so stiff that they were unable to relinquish their hold on the rigging were at length the only persons remaining on the steamer, excepting for captain. Lieutenant Rhoades asked him to jump but he shouted, 'Save those men first,' 'They are frozen,' was the Lieutenant's answer.

"The captain then jumped and although he could not swim a stroke he was rescued by Lieutenant, Kennedy." the sea and we caught them as they

WHAT THE CAPTAIN SAYS. NEW-BEDFORD, Mass., Jan. 18,-Captain Wright says that he passed the Cross Rip Lightship at 12 o'clock and continued by East and West Chop with a strong breeze west-southwest. He passed Nobska and with a course west-southwest. 'It was very cold," he said. "Everything was working well. I went below a short time and soon after heard the second mate, who was in the pilothouse with the mate, sing out to the quartermaster to port his helm. I jumped out of my room, thinking we had come across a vessel bound down the

"I then cried out hard a port, not knowing it

forward of the beam and about 300 yards distant. She unmediately struck. I ordered the engine reverseds and she backed about, wice her length. The teamer immediately stopped, and I ordered the jib hoisted and endeavored to herher to the north, but she filled for ward and listed over to port, so that the ptankshear was about four feet under water.

"I went aft and told the passengers to keep cool and get life-preservers. I next told the officers of the deck to get the boats ready. The steamer settled down aft and righted, It was blowing hard and a heavy sea running. I launched port, No. 6, boat, which was immediately capsized. The sea was breaking over the steamer's deck, the stern being entirely under water. We were forced to go upon the top of the house. I stayed there a while, but we were finally obliged to take to the rigging. The mate, second mate, chief engineer and fourth engineer took to the raft. I think the steamer struck on a lone rock."

A LIST OF THOSE ON BOARD. Boston, Jan. 18.-The officers of the steamship City of Columbus were: City of Columbus were:
Captain, A. S. E. Wright, of Boston.
First Mate, Edward Fuller, of Barnstable.
Second Mate, Allen Eldridge, of Chatham.
Boatswain, Philip Clark, of Boston.
Quartermaster, — McDonald.
Engineer, Archibald Morrison, of Boston.
Second Engineer, — Phillips.
Third Engineer, — Collins.
Purser, W. C. Spalding, of Boston.
Steward, — Pitman, of New-York.
Second Steward Home, and thirty-three seamen.
The following is the passenger list: The following is the passenger list: W. W. Wright and wife, of Boston. E. S. Rand and wife, of Boston. T. K. Hale, produce dealer, Boston. George H. Kellogg. Dr. H. C. Bartlett and wife.

Mrs. Skeane. Mrs. D. R. Small, of South Hampton, Mass. Miss Beach. icar Iasigi, Turkish Cousul-General in Boston. J. Morton, of *The Boston Globe*. A. J. Morton, of The H. Brooks, Mr. and Mrs. C. A. Rand and Master Rand, of Bos Mr. and Mrs. C. A. Rand and Master Rand,

on.
Mrs. Henry Slade, of Chelsea.
A. B. Relyea, wife and two children.
Mrs. J. Atkinson,
Mrs. L. Davis.
Mrs. H. B. Kellogg.
C. Richardson and wife.
E. T. Hutchinson and wife.
G. F. Hammond. Henry L. Batchelder and wife, of Dorchester.

Merry L. Batchelder and Wi C. F. James, J. A. Merrill Henry L. Daniels and wife. Mrs. James Beal. Mrs. Whiteomb. D. W. Mitchell. J. H. Tibbetts. T. A. May. John L. Cook. T. A. May. John L. Cook. Mr. Sergent. H. Weidmaun. A. Cummings.
N. D. Eaton.
A. Chase and wife.
H. Durland.

Mrs. S. I. Pinkham, of Lynn. W. Lapham. Thomas Hagan. G. R. Hammond. C. D. Ball. C. F. Frost. Joel Nourse, of Boston. Joel Nourse, of Boston.

The steerage passengers were as follows:
Annie Kelley,
G. E. Goddard,
E. McCarty,
F. W. Fairbanks,
G. W. Farnsworth,
G. E. Geddings,
August Pearson,
G. J. Whiteomb,
W. E. Wright,
W. E. Wright,
Brown,
G. J. Waterhouse,
Waterhouse,
Wallar,
Forsitt.

DESCRIPTION OF THE VESSEL. BOSTON, Jan. 18 .- The City of Columbus was

built in 1878 by John Roach and Son, for the Ocean Steamship Company, of New-York, to run to Savannal. It was purchased by the Boston and Savannah Steamship Company in September, 1882, and has run since then on that line. It was of 1,999 tons, and was built in the best manner, and was thoroughly equipped. was rated A1 for ten The steamboat was 270 feet long; thirty feet beam. It had passenger accommodatious for seventy-four first class and forty-five second class. It was worth \$390,000, and was insured for \$250,000, of which \$170,000 is in English offices, \$80,000 in American, \$30,000 in the Boston Marine, \$20,000 in the Great Western, \$5,000 in the Phænix of India.

SOME OTHER OCEAN DISASTERS.

Almost exactly a year ago the steamship Cimbria, of the Hamburg-American line, was run down and sunk off Borkum, near the mouth of the river Ems, by the British steamship Sultan. There were nearly 500 per ens, mostly immigrants, on board the Cimbria and all but eighty-four were lost. The collision occurred in the early morning of January 19, in a thick fog. Most of the survivors were picked up by vessels sent out to the assistance of the wreck when word was brought to Hamburg whither the Sultan was compelled to return on account

of her own damages.

This was only one of many terrible disasters at sea This was only one of many terrible egasters at sea, which have occurred since the wreck of the British frig-ates Sir George and Defence off the coast of Jutland in 1811, in which 2,000 persons were drowned. On May 31, 1878, in bright weather and with a calm sea, the German fronclad rGosser Kurfürst was struck by the König Wilhelmof the same fleet, in the English Channel. She sunk almost instantly and nearly 300 lives were lost before the eyes of her sister ironclad. On January 31, 1878, the steamer Metropolis, from Philadelphia to Para, Brazil, went ashore in a violent gale on Currituek Beach, North Carolina. There were 260 passengers on board and all

were drowned except fifty-eight, who were saved by being washed ashore.

The loss of 102 persons by fire, or drowning, was caused by the burning of the Amazon, a West India mail steamship, on January 4, 1852, about 110 miles southwest of the Seilly Islands. She had left Southampton on her first voyage only two days before with 161 persons on board.

crew.
The Birkenhead, an English treop-ship, sailed from oneenstown on Jainary 7, 1852, for the Cape of Good Rope, struck a rock off Simon's Bay, in South Africa. The troops on board and her cr. w numbered 638 persons, 450 of whom perished.
On September 13, 1858, the Austria, a British steam importance of the Atlantic. On September 13, 18:08, the Austrea, a breast actions and migrant along, was burned in the middle of the Atlantic. There were 538 persons on board of whom only 67 were saved by being picked up by the French bark The Maurice. A terrible loss of life was the result of the collision in a dense fog of the French stemmshy Ville du Havre, bound for Havre from New-York, with the English ship Loch Earn on November 22, 1873, while one week out of 1 ort. The French vessel went to the bottom with 227 persons.

persons.

By the wreck of the Liun, an American bark, off Harfleur, on February 17, 1870, almost 100 lives were lost.

On February 19, 1850, the Hangarian, a new British
mail steamer, was wrecked off the Nova Scotia coast, and
all on board—205 persons, perfshed.

The White Star steambilly Atlantic was wrecked off the
Nova Scotia coast on April 1, 1873, and 546 lives were
lost.

ost. On January 23, 1873, 320 persons were drowned by the duking of the emigrant ship Northfleet in the English

CHEMICAL WORKS EXPLODE.

THE SECOND DISASTER IN SIX MONTHS-THREE MEN KILLED. JEY TELEGRAPH TO THE TRIBUNE.

ALLENTOWN, Jan. 18 .- A low rumbling noise, as if an earthquake had shaken — tehigh Mountain, was heard in the direction of the Cold Springs Chemical Works this morning. Immediately afterward a dense cloud of smoke arose and word was soon received that a terrific explosion had taken place at the works, wrecking a portion of the building instantly. The chemical works are situated about a mile from town, and a number of

firemen instantly responded.

A strange scene of wreck and ruin presented itself when they arrived. Heavytimbers and planking had been twisted and splintered, and huge pieces of wood were hurled a distance of a quarter of a mile. The mixing house, where the explosion took place, was utterly destroyed. and all hands were soon busy employed in removing the dead and wounded bodies of the employes. Six men-were at work at the time of the explosion, and three were instantly killed .- John Heffner, Isaac Cramer and John Donkenbrode. The last named leaves a widow and three children. Their bodies were shockingly mutilated. A young man named Moyer was taken from the wreck badly hurt in the back. Two others were also severely

placed on board the Dexter, and after all the persons were taken from the vessel, the Dexter proceeded to New-Bedford. Three persons died after going on board the Dexter.

A HUNDRED AND TWENTY-FOUR LOST.

The City of Columbus had eighty first-class and twenty-two steerage passengers, about one-third of whom were women and children, and a crew of forty-five. The total number of persons saved is twenty-three. Five dead bodies have been recovered, and one hundred and uineteen souls are thus unaccounted for. Seventeen of the saved and four of the dead were brought here, and six supposed to

"I then cried out hard a port, not knowing it was a vessel and in the moonlight, saw the buoy on the Dexter proceeded to New-Bedford. Three persons died after going on board the Dexter proceeded to New-Bedford. Three persons died after going on board the Dexter.

A HUNDRED AND TWENTY-FOUR LOST.

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THE NUTT CASE NEARLY ENDED.

THE DEFENCE REST, AND THE STATE INTRODUCES TESTIMONY IN PERUTTAL.

[BY TELEGRAPH TO THE TRIBUNE.] PITTSBURG, Jan. 18.—The reading of the infamous Dukes letters, more expert testimony for the defence, and evidence in rebuttal by the Commonwealth that was almost farcical in its character, were the chief features of the trial of James Nutt to-day. When the defendant entered the Criminal Court room this morning ne excited the pity of all who beheld him. The night had evidently been a sleepless one, and the twisting of the muscles of his face and a nervous movement of his fingers indicated that it was hard for him to maintain composure. Mrs. Nutt entered slowly, with bowed head, composure. Mrs. Nutt entered slowly, with bowed head, exchanged a slight nod of recognition with her son, who sat in the dock, and then seated herself, burying her face in her hands, in which position she remained all day, her body swaying slightly backward and forward It is thought that a slight additional strain will place her beyond the power of rejoicing in her son's acquittal.

Miss Lizzie Nutt was absent. She is still confined to her bed. The usual complement of women was present. Chang, the Chinese giant, squeezed his ponderous through the doorway this morning, and after being introduced to Judge Stowe, he was given a seat within the bar. Chang took a deep interest in the proceedings and seemed to highly enjoy the commotion his presence created.

The session was introduced by the presentation of the testimony of several physicians who corroborated the testimony given yesterday. All agreed that James Nutt was undoubtedly insane when he killed Dukes. Major Brown then announced that the defence would produce in evidence the letters written by Dukes to Captain Nutt. evidence the letters written by Dakes to Captain Australian The Major suggested that the women present be requested to withdraw. The Court acquiesced in the suggestion, and the women passed out. It was decided not to allow young Nutt to hear the letters, and he was removed to his cell. Three letters were read. At the conclusion, Nutt was brought in. He shivered as he walked up the alsle, and with a look on his face that indicated great suffering, resumed his seat. With this reading the defence closed their case.

The prosecution then introduced evidence to offset th The presention then introduced evidence to offset the testimony in regard to insanity. A number of Nutt's school-makes and friends were put on the stand to testify that they never saw any evidence of insanity in him. One of them said James seemed to have three hobbies: to go West, to run a pool room, and to open a bar.

WILL NOT ACCEPT LOWER WAGES. [BY TELEGRAPH TO THE TRIBUNE.]

READING, Penn., Jan. 18 .- The members of Iron Moulders' Union No. 160 met this afternoon to consider a ten per cent reduction announced in wages of the moulders at the Reading Hardware Works. This concern has been idle for nearly a month. The proprictors have informed the employes, through notices posted up in the shops, that they would resume next Monday at a ten per cent reduction in the moulders' wages. About 130 moulders would be affected by the wages. About 130 moulders would be affected by the reduction. Eighty-five are employed in the Sixth-st-foundry and fifty-five were working in the Tenth-st-foundry. It is the intention to transfer the latter to the new foundry on Pearl-st, as the Tenth-st works have been sold. A committee of five was appointed to wait on Harbster Brothers and have a conference, but an audience was refused. Thereupon they returned to the hall, and the myaliders then resolved not to go to work at the reduction.

THE GLASS-MAKING INTEREST.

PITTSBURG, Pa., Jan. 18.-Important developments regarding the glass "lockout" are looked for in a short time, as it is said the syndicate of glass manufacturers has refused to furnish imported glass to a number of firms in this city, and it is thought this refusal will influence the future action of these firms. A NEW SPANISH MINISTRY.

CONSERVATIVES CALLED INTO POWER.

THE KING AND LIBERALS UNABLE TO AGREE-MEMBERS OF THE CABINET.

Madrid, Jan. 18 .- King Alfonso has accepted the resignation of the Cabinet, which was tendered to him last night. The King has given audience to Marshal Serrano, Señor Sagnsta, the Marquis of Havana, President of the Senate, and Senor Posada Herrera, President of the Chamber of Deputies.

5 In view of the impossibility of affecting any agreeement with the Liberals, King Alfonso has charged Señor Canovas del Castillo, a Conservative, with the task of forming a Cabinet. The decision of the King to call the Conservatives into power has caused a sensation. The new Ministry is composed as follows:

President of the Council-Senor Canovas del Cas tillo.

Minister of Foreign Affairs—Señor J. de Elduayen
(Minister of Foreign Affairs in 1880).

Minister of Finance—Señor F. Cos-Gayon (Minister
of Finance in 1880).

of Finance in 1880).

Minister of the Interior—Senor F. Romero y Robledo (Minister of the Interior in 1880).

Minister of Justice—Senor Francisco Silvela (Minister of Foreign Affairs in 1879).

Minister of Commerce and Agriculture—Senor Pidal y Mon.

y Mon.

Minister of War-General Quesada y Matheus,
Marquis de Miravalles.

Minister of Marine—Admiral Antequera.

Minister of the Colonies—Count Tajada Valdosera.

The new Ministers took the oath of office this

evening. Senor Pidal y Mon, the new Minister of Commerce and Agriculture, is the leader of the Ultramontane party. Universal gladness is felt at the termination of the crisis,

THE DEMANDS OF THE FRENCH.

DETERMINED TO TAKE BAC-NINH-MARQUIS TSENG

AND EARL GRANVILLE. LONDON, Jan. 18.—The Press Association to-day ublishes an interview with a leading member of the French Embassy in London. He said that he believed that the report of the interview of yesterday with a member of the Chinese Embassy in London was a correct version of the views of the Chinese Government, excepting that portion in which it was stated that the Chinese troops would not be withdrawn from Bac-Ninh, but would meet the French forces and protect Bac-Ninh w hall their power. That statement, he believed, would turn out to be incorrect. If the French forces should have a collision with the Chinese imperial troops, he said, France would have the right to demand indemnity for the expense incurred in maintaining her rights in Tonquin, and the amount, or its equivalent in territory, would be large.

France did not intend to declare war against China, as she had not received any trustworthy information that the garrison at Sontay was comosed of regular Chinese troops. He did not know what France would do if Chinese troops should oppose the French at Bac-Ninh, but France was determined to take Bac-Ninh at all costs. She would listen to no offer of mediation until Bac-Ninh was in her hands. When possessed of that city she would receive overtures from any great Power for the settlement of the question at issue, but would not seek mediation. France would then be ready to accept either Earl Granville's or Mr. Lowell's offers of mediation. M. Waddingfon, the Freuch Ambassador at London, had no present intention to see Earl Granville on the subject of mediation. Bac-Ninh he added, would probably be attacked three weeks hence.

The Marquis Tseng and Dr. H. Macartney, secretary of the Chinese Legation, had an audience to-day with Earl Granville, the British Foreign Minister, at the Foreign Office.

MANCHESTER, Jag. 18.—The Paris correspondent of The Guardian states that the report current that the United States will be the mediator between China and France is false.

Paris, Jan. 18.—Six new ganboats have been ordered to be built for service with the French fleet in Tonquin waters.

THE REBELLION IN EGYPT. oppose the French at Bac-Ninh, but France was

THE REBELLION IN EGYPT. THE UPRISING AROUND KHARTOUM-EGYPTIAN OFFICIALS HANGED.

London, Jan. 18.-The Cairo correspondent of Reuter's Telegraph Company says an official dispatch has been received stating that the whole country around Khartoum is in open rebellion against the Egyptian Government.

against the Egyptian Government.

Eight Egyptian officials, including the Governor of the town, have been hanged at El Obeid. The heads of the victims were ixed upon poles in front of El Mahdi's residence.

General "Chinese" Gordon started last night for Egypt. He is going either to Suakim or Khartoum on a special mission, and takes with him as his military secretary Lieutenant-Colonel Stewart, of the 11th Hussars, who was stationed at Khartoum on duty last year. General Gordon before departing had a long conference with the Duke of Cambridge, the commander-in-chief of the forces, and General Lord Wolseley, the Adjutant-General.

AMERICAN MAILS FROM ENGLAND. LONDON, Jan. 18 .- The British Post Office, after September 1, 1884, will forward all mails for America by the fastest steamers, under a monthly contract lea by the mastest steamers, thater a library and the chiefly by the way of Queenstown. Mails will also be forwarded if an agreement can be reached by way of Southampton mid-weekly by the fast German steamers which leave there at midnight on Thursdays, connecting with the late mail train from London.

A GERMAN AUTHOR'S PROTEST. Berlin, Jan. 18 .- Dr. Wachenhusen, the erman author, in a letter to the Tageblatt, protests gainst the piratical reprinting of German works in He

MONSIGNOR CESARE MURDERED. Rome, Jan. 18 .- Monsignor Cesare, a dignitary of the Church, was murdered in his bed last night and his room was plundered by the assassins.

PARNELL'S FARM PLOUGHED. DUBLIN, Jan. 18 .- A number of farmers, with 160 ploughs and 320 horses, ploughed fifty acres of Mr. Parnell's estate yesterday.

GENERAL MELIKOFF ILL. St. Petersburg, Jan. 18 .- General Melikoff, who commanded the Bussian troops at the capture of Kars in 1877, is seriously ill.

VICTOR NAPOLEON'S PLANS. Paris, Jan. 18 .- Prince Victor Napoleon, in eply to an inquiry from M. Cassagnae as to how far the Bonapartists might count upon him, says that at present he has no political rôle to fill, and that he intends to hold himself in reserve until duty calls him to serve his coun-

SCHAEFER DEFEATED BY VIGNAUX. PARIS, Jan. 18.—The billiard contest between Vignaux and Schaefer ended to night in favor of the former. Vignaux played twelve innings and made 600 points, including a wonderful run of 328, which evoked enthusiastic applause. Schaefer also played twelve innings, in which he made 484 points, including runs of 138 and 189.

A COMET VISIBLE IN MEXICO. SALINA CRUZ, Mex., Jan. 18. via Galveston .-A comet is visible here in the southwest. It can be seen from about 6 p. m. until 9 p. m.

AFFAIRS IN THE DOMINION.

MONTREAL, Jan. 18 .- C. F. Dewey, who pleaded guilty in Boston to having forged bills of lading and getting advances from American and Canadian banks, has refunded \$60,000 of the amount. St. John's, N. F., Jan. 18.—Advices from Long Harbor to-night report the departure of twenty-one additional schooners loaded with frozen seine herring of excellent

HALIFAX, Jan. 18 .- Nothing has been heard of the miss ing schooner Verbena, which sailed in October for Labrador, except a letter from the captain to his wife i Lunenburg, dated Labrador, October 21, in which he stated that he expected to be home about November 10. There seems to be little doubt about the Verbena's being the vessel seen directly off Codroy, Newfoundland, on

FOREIGN NOTES. Ragusa, Dalmatia, Jan. 18.-A hurricanepassed over

the southern portion of Dalmatia yesterday. It did great damage to shipping in the harbors. ORENBURG, Prussia, Jan. 18.—Lieutenants Harber and Schultz, of the United States Navy, with the bodies of

commercial crisis really exists there. The trade of Paris is more active than at any time during the past year, and the attempts of the so-called workingmen's delegates to create agitation are made solely for political effect.

THE MAYBEE MYSTERY SOLVED.

ACCUSING HIS BROTHER OF MURDER.

EDMUND S. TAPPAN SWEARS THAT HE SAW JOHN

TAPPAN COMMIT THE CRIMES. There was great excitement in Bay when it became known that Edward S. Tappan, of Brookville, had made a confession, implicating his brother, John B. Tappan, who is now under arrest on suspicion of commiting the assault upon Mr. and Mrs. James C. Townsend, in the Maybee murders. Late on Thursday he went to the house of Halstead H. Frost at East Norwich, and made a confession to him. Mr. Frost, who is a notary public, reduced his statement to writing, and then Tappan signed and swore to it. The following is the part relating to

swore to it. The following is the part relating to the crime:

I know who took the lives of Lydia and Annie Maybee on the evening of November 17. It was John B. Tappan, my brother. He was in the barn when Mrs. Maybee came in. I was not in the barn. I saw John go into the barn. I was not in the double doors. I was at the front side of my house when he went in, feeding the pigs. When John choked the old lady to death I was out in front of the barn. I saw him. He choked her to death on the barn I saw him. He choked her to death on the barn I saw him. He choked her to death on the barn I saw him. He choked her to death on the barn I saw him do it. I was looking through the door. It was light crough for me to see in the stable. When John had her by the throat she was on the ground. When she came in for the leaves John was standing in the stable where the leaves were. It took from ten to fitteen minutes to choke her to death. After she was dead John picked her my and laid her in the back of the stable. I saw him throw some leaves over her. I was standing on the barn floor very near the opening in the door that goes down in the stable. I saw the whole thing myself. After she was dead John said: "I am going to choke her too. If I choke her too no one will know about it. Then I can go to the house and get the money." Annie opened the barn door about two feet wide. When she stepped in the door John graibed her by the right arm and throw her down. I was on the floor about three feet from where he graibed her. He threw her down on the floor, held her by the right wrist, put his knee upon her left arm, and with his right hand took her by the throat. She tried to get away from him, when he grabbed her by the arm, she grabbed at his face. I saw her hand close over his nose and mouth. She said: "let me go." That is all she said. Then he heid her by the throat until she was dead. She died in about then of fitteen minutes. He carried her into the stable near her mother, and covered her all up with leaves, and said: "Now I am goi

Edmund Tappan was taken to a private room in the Nassau Rotel yesterday, and confronted with his brother. District Attorney Fleming, Colonel Robert Townsend, Justice Chipp and the de were present. He repeated the story of the Maybee murder, weeping bitterly as he told it. John Tappan denied it, saying that he could not see how any person could tell such a falschood. John Tappan was then taken to the Maybee place at Brookville, and while he was away officers searched his house, and found the chisel which he said he had left at "Wash" Abberford's in December. In the afternoon John Tappan was arraigned before Justice Chipp on the charge of felomious assault upon Mr. and Mrs. Townsend, and he was committed to await the action of the Grand Jury.

Edmund Tappan, who is about forty-five years of age, was taken to the Jamaica Jail last night. Captain Hauxhurst, of Oyster, Eay, while passing through Week's Swamp, yesterday, found a paper flour bag filled with silverware, nearly in the rear of John Tappan's house. could not see how any person could

LAST YEAR'S COAL TONNAGE.

Philadelphia, Jan. 18.—The official report of the anthracite coal tonnage of the various carrying companies for 1883, which has just been completed, is as follows: Philadelphia and Reading Railroad, 10,487,003 tons, Central Raliroad of New-Jersey, 1,745,399; Lebigh Valley Raliroad, 6,271,773; Delaware, Lackawanna and Western, 5,079,123; Delaware and Hudson Canal Company, 3,512,971; Pennsylvania Railroad, 2,773,449; Pennsylvania Coal Company, 1,541,145; New-York, Lake actually confronted by Longstreet with a force double his own, which was thereby outflanked, increase of 3672.931 tons as compared with the tonnage of 1882. Of the total production last year, 15,604,492 tons, or 49.08 per cent, was from the Wyominz region; 6,113,899 tons, or 19.23 per cent, from the Lehigh region, and 10,074,726 tons, or 31.69 per cent, from the Schuylkill region. The stock of ceal on hand at tidewater shipping points on December 31, 1883, was 748,330 tons.

SEEKING KELLAND'S MURDERER.

KINGSTON, N. Y., Jan. 18 .- The Board of Supervisors of Ulster County convened in special session here this afternoon and offered \$1,000 reward for the arrest of Keiland's murderer. The sheriff and other officers have been actively searching for the youthful assassing night and day ever since the commission of the crime, but so far without success.

so far without success.

It was reported here to-day that a man answering the description of the murderer was seen yesterday near Mount Marion station on the West Shore road, inquiring his way to the station. He was about ten miles north of this city. It is believed by many that the murderer is secreted some where in Ulster County, or not far from the

A VALID INDICTMENT.

St. Albans, Vt., Jan. 48 .- A decision in the matter of the validity of the indictments against Lawrence Brainerd, of the St. Albans Trust Company, was given this morning by Judge Veasey of the Supreme Court. The decision is that the absence of one juror does not vittate an indictment; that the claim that five of the mrors were disqualfided because they were depositors in their own right, and that these were particularly interested on account of Brainerd's Hability to them personally, is too speculative and remote; and that a juror is not supposed to be so interested under such circumstances as to preclude his ability to sit on the case. The Judge holds that twelve men were sufficient to find a true bill, and the Judgment of the County Court is affirmed. The indictments are deemed good and the case is remanded for further proceedings.

A YOUNG MAN'S STRANGE DEATH,

SCRANTON, Jan. 18 .- Two sleigh loads of young people went from Diamond Flats, in this city, to Olyphant, six miles away, last evening, and danced. They started for home at an early hour this morning. Just before reaching this city, Michael Logan, age twenty-two, became insensible and died in the sleigh. It is alleged that he met with foul play at the hands of former enemies in Olyphant. The young man's death has caused great agitation in police circles, and an inquest is to be held.

A BANKRUPTCY BILL.

BOSTON, Jan 18 .- Senator Pillsbury, of Bos ton, has introduced in the Senate to-day a bankruptey bill, which is intended to supplement the existing law on that subject, by providing for composition with creditors. In the main features the bill is the same as the National Bankrupt Law of 1874. But it has more safeguards for

TROUBLESOME STRIKERS ARRESTED. PITTSBURG, Penn., Jan. 18 .- Five more of

the Buena Vista coal miners were arrested to-day on a charge of conspiracy to prevent other men from working They all gave ball for their appearance in court. The strikers continue to parade the streets, and trouble is ap-

BONHUMUM, THE ALLEGED SWINDLER.

BALTIMORE, Jan. 18 .- The hearing in the ease of Romulus A. Bonhumum, an Italian, which was postponed from January 15 until to-day, has been again postponed until next Friday. Bonhumum is charged with swindling several persons in New-York while he was in the employment of the North Carolina Colonization Society at their office in that city by pretended sales of land.

AN "OCEAN TRAMP" ATTACHED. PHILADELPHIA, Jan. 18.—The steamship J.

M. Lockwood, Captain Bayley, was seized this afternoon by United States Marshal Korns, upon an attachment obtained by Captain Smith of the bark Mathilda C Smith. Schultz, of the United States Navy, with the bodies of Commander De Long, Dr. Ambler and Jerome J. Collins, and others of the Jeannette expedition, passed through this place yesterday on the way to the United States.

LONDON, Jan. 18.—Dispatches from Paris state that no PLEADING FOR PORTER.

PRICE THREE CENTS.

DEBATE ON THE RELIEF BILL IN THE HOUSE.

GENERAL SLOCUM SUPPORTS THE MEASURE-MR. STEELE AND MR. LYMAN OPPOSE IT.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Jan. 18.—The House to-day began to fight over again the second battle of Bull Run, and there is every indication that this engagement will last longer than the battle; the casualties may not be so numerous, but the combat promises to be almost as noisy. The debate was opened by General Slocum. When General Slocum was cadet at West Point, Fitz John Porter was his instructor, and they served together at every battle-field of the Army of the Potomac from the beginning down to the day of Porter's arrest. General Slocum has a high admiration for the abilities of his former teacher and comrade, as well as a deep personal affection for him. His personal feelings are therefore warmly enlisted in Porter's behalf, and they gave the key-note to his speech to-day. He drew a strong picture of the circumstances and influences which surrounded the court-martial, and of the long and unremitting struggle of Porter during the last twenty years to obtain what General Slocum firmly believes he deserves-restoration to the Army. General Slocum sharply criticised the course of General Halleck, who was, he said, Porter's real accuser, and who ordered the court, which he maintained

was therefore illegally constituted. In one respect General Slocum's speech was unfortunate, and it undoubtedly cost the bill a number of votes. He distinctly said that he "cast no aspersion" on the court-martial, but he added that "under the circumstances the result was a foregone conclusion." This expres-sion was followed by other animadversions upon the court which will be resented, when the vote is taken, by a number of Representatives who had about made up their minds to vote for the bill as an act of elemency and not because they had become convinced of General Porte's in-

MR. STEELE OPPOSES THE BILL. The second speech was against the bill. Colonel Steele, of Indiana, was an officer of volunteers dur-

ing the war and of the regular army afterward until 1876, and he thoroughly understands the rigorous requirements of military discipline and the paramount necessity of strict obedience to orders. He has given the Fitz John Porter case long and careful study and patient investigation, and he earnestly believes that Porter's offence merited at least all the punishment it has received. His speech was clear, comprehensive and vigorous, and it received the careful attention of the House.

The last speech of the day was by Colonel Lyman, of Massachusetts, who throughout the war as an aid on Meade's staff. Colonel Lyman sketched the battle field on the floor of the House by imaginary lines and brought into position the forces of Jackson, Longstreet and Porter, and described their manœuvres on the the two fateful days which ended in Porter's disgrace. His description of the movements was a graphic one, and he gave many of his auditors a more intelligent idea of the battlefield than they ever berore possessed, Colonel Lyman pleaded in behalf of Porter the diseretion which as a corps commander he had a right to exercise and which he used after consultation with his division com-manders in delaying his march ope hour under Pope's first order. He also contended that, even if Porter did disobey the order, no harm came of it, for when his troops did arrive at the place to which they had been ordered, they found no enemy before them, and therefore Porter deserved no

more than a reprimand." As to the famous "4:30 order," Colonel Lyman maintained, first, that Pope was at fault in giving it, for the conditions were not such as it presupposed; and, second, that when Porter reseived it, it was impossible of execution, for he instead of being on Jackson's unguarded flank, was actually confronted by Longstreet with a force

House to sift and weigh the details involved, and that it must therefore accept the conclusions either of the court-martial which convicted Porter or of the board of inquiry appointed by President Hayes to investigate the case. Of these two tribunals—a hasty court-martial, sitting in a time of great public excitement, or a board sitting six months in the quiet days of peace, with all the old testimony and much new evidence before it—he could not hesitate to accept the conclusions of the latter.

INTEREST SHOWN BY SPECTATORS.

INTEREST SHOWN BY SPECTATORS. General Joseph E. Johnston is deeply interested n Porter's behalf, and his erect, soldierly figure was seen moving about the House all day. In one of the galleries sat a gray-haired man intently watching the debate, who was pointed out to many as Fitz John Porter.

The galleries were well filled throughout the afternoon by spectators, who seemed to be deeply interested in the discussion.

Probably in no case before in the history of Congress have so many and powerful influences, both social and political, been brought to bear in a man's favor as in this one. At a rather early hour the Democratic side of the Honse thinned out, as many went home to prepare for the journey to Philadelphia to attend the love feast of the Commonwealth Club.

phia to attend the love feast of the Commonwealth Club.

Some of the Southern men declare that the Fitz John Porter case has become "a great bore."

"Too much time has been wasted on this case already," said an impatient Southerner to-day. "If our men had shot Fitz John Porter, or if the Yankeo Government had shot him, it would have been all one to him and valuable time would not have to be wasted on this never-ending struggle."

Before the House adjourned General Slocum said that, as about twenty-five men desired to speak on the bill, he would ask unanimous consent to have a session "for debate only" to-morrow. The consent was given and a dozen men, more or less, will therefore go to the House to-morrow and engage in the unprofitable business of reading to empty chairs and deserted galleries speeches which will be embalmed in the solemn pages of The Record and then read by nobody.

There is a prospect that before the bill gets

body.

There is a prospect that before the bill gets to a vote an amendment will be offered providing for the placing of General Grant on the retired list. When a vote is reached the bill will undoubtedly

THE FATE OF THE MEXICAN TREATY.

IT FAILS TO PASS THE SENATE-BELIEF THAT IT

WILL NOT BE ADOPTED. WASHINGTON, Jan. 18 .- The Senate in executive session to day failed to adopt the Mexican treaty, A motion was made to reconsider the vote, pending which the Senate adjourned until Monday. Beyond these facts the reports with regard to the matter are contradictory, and some confusion seems to exist in the minds of Senators themselves with respect to certain features of the

proceedings.

Careful inquiry gives warrant for the belief that the fol-Careful inquiry statement: Several lowing is a substantially correct statement: Several amendments were proposed to the treaty, the most busportant being one to add cotton fabrics to the list of exportable articles and another extending the time for ratification of the treaty four months. All were defeated except the last mentioned, which was adopted by a ma-jority vote. Senators Aldrich, Jones of Florida, Conger and Hawley made speeches against the treaty, Schators Saulsbury and Lapham in its favor.

At 4 o'clock the debate came to an end, in accordance with the understanding of yesterday, and the vote was taken. It is understood that thirty-nine Senators voted for ratification and twenty against it, the affirmative vote being one less than the two-thirds necessary for ratification. Before the result was announced, Senator Morgan, who voted for ratification, changed his vote in order to enter a motion to reconsider, leaving the vote thirty-eight to twenty-one. A motion was then made to adjourn over until Monday and was lost. Senator Morgan made his motion to reconsider, and shortly afterward a second motion was made to adjourn until Monday and was car-

ried.
It is said that in view of the possibility of a failure on